

# CHINA

THE

# MAIL.

Established February 1846,

Hongkong Evening Mail and Shipping List. Published every Evening.

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HONGKONG, SATURDAY, OCTOBER 11, 1879.

日六月八年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSY, 19, Rue Monseur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYL & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA.—Macao, MESETS A. A. DE MELLO & Co., SWANSON, CAMPBELL & Co., AMOY, WILSON, NICKOLLS & Co., FOOCHEW, HEDGES & Co., SHANGHAI, LANE, CRAWFORD & Co., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & Co.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.  
Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KESWICK.  
R. R. BEILLIUS, Esq. WILHELM REINERS,  
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A. LISTER, Esq.

CHIEF MANAGER, Hongkong.—THOMAS JACKSON, Esq.  
MANAGER, Shanghai.—EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits.—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. "  
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Office of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, August 16, 1879.

## NOTICE.

ORIENTAL BANK CORPORATION.  
THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT,  
p. Manager.  
Oriental Bank Corporation,  
Hongkong, May 28, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.  
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP, £2,000,000.  
RESERVE FUND, £300,000.

HEAD OFFICE—14, RUE BERGERE,  
PARIS.

AGENCIES and BRANCHES at:  
LONDON, BOURBON, SAN FRANCISCO,  
MARSEILLE, BOMBAY, HONGKONG,  
LYONS, CALCUTTA, HANKOW,  
NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS:  
THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking, Exchange Business.

E. G. VOUILLEMONT,  
Manager, Shanghai,  
Hongkong, May 20, 1879.

## Banks.

ORIENTAL BANK CORPORATION.  
(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.

" 6 " 4 1/2 " "

" 12 " 5 1/2 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,  
Acting Manager.  
Oriental Bank Corporation,  
Hongkong, September 4, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS.—

For 12 months, 5 per cent. per annum.

" 6 " 4 per cent. "

" 3 " 2 per cent. "

H. H. NELSON,  
Manager.  
Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £280,000.  
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

## Auctions.

### PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously dispensed of by private contract.—

THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to

Messrs SHARP, TOLLER, and JOHNSON,

Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

## Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY.

LIMITED.

ON and after MONDAY Next, the 13th Instant, the NIGHT-BOAT will leave HONGKONG at 5.30 p.m., and CANTON at 5 p.m.

By Order,

P. A. DA COSTA,  
Secretary.

Hongkong, October 10, 1879.

## Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY.

LIMITED.

ON and after MONDAY Next, the 13th

Instant, the NIGHT-BOAT will leave HONGKONG at 5.30 p.m., and CANTON at 5 p.m.

By Order,

P. A. DA COSTA,  
Secretary.

Hongkong, October 10, 1879.

## F. VINCENT,

WINE, SPIRIT, AND PROVISION MERCHANT, AND STOREKEEPER,

HONGKONG.

BEGS to inform his Patrons and the Public generally that he has received a Large Assortment of

FRENCH WINES, LIQUORS, SPIRITS, and STORES of the BEST QUALITY (French Produce).

N.B.—F. V. is ready to supply at any of

the Coast Ports, as well as in Hongkong, any quantity that may be required to suit Purchasers.

F. VINCENT,

No. 4, Peel Street.

Hongkong, October 10, 1879.

no14

## For Sale.

### FOR SALE,

#### EX RECENT ARRIVALS.

DEVOE'S NONPAREIL KEROSINE OIL (Certified 150° FIRE TEST).

The New STUDENTS' READING LAMPS for Nonpareil Kerosine, (are perfectly safe and give a light equal to, but more mellow than) GAS.

AMERICAN FLOOR-CLOTH in New Patterns.

LIGNUM, the New FLOOR-CLOTH for Halls and surrounding Billiard Tables.

Royal IRISH CONSTABULARY REVOLVERS.

COLT'S POCKET DERRINGER PISTOLS.

AMERICAN DINING-ROOM CHAIRS.

PERAMBULATORS. RIDING and DRIVING WHIPS.

BRIDLES. GARDENING TOOLS.

HORSE CLIPPERS. OUMSHAW TEA.

TODDY KETTLES. RUG STRAPS.

LAWN TENNIS SETS. PAINT BOXES.

PENKNIVES. RAZORS. SCISSORS.

SPONGES. PLAYING CARDS. PERFUMERY.

CHUBB'S CASE BOXES. NEW MEERSCHAUMS.

Well-Seasoned MANILA CIGARS and CHEROOTS.

UNDERSHIRTS and ASSORTED HOSIERY.

VEGETABLE, FLOWER and LAWN GRASS SEEDS.

NEW SCARFS, TIES, BRADES, &c.

WALKING STICKS and UMBRELLAS.

GOLDEN GATE BAKER'S EXTRA FLOUR.

FRESH HAMS and CHEESE. NEW HATS.

COIN DOOR MATS.

LANE, CRAWFORD & CO.

Hongkong, October 1, 1879.

ROSE AND COMPANY,  
31 & 33, QUEEN'S ROAD,

HAVE Received per FRENCH and ENGLISH MAIL, GLENEARN, &c., &c., Their

New GOODS for the SEASON, Comprising:—

BLACK SILKS. COLORED SILKS.

BLACK SATINS. COLORED SATINS.

BLACK CASHMERE. BLACK ALPACAS.

Colored FRENCH MERINOS in all the New Shades.

The New ATTLEA CLOTH, &c., &c.

The New CRETONNES. Toilet COVERS.

Toilet QUILTS, Turkish TOWELS, &c., &c.

The New "BRILLIANT" LADIES' HOSE in PINES, SKIES, NAVYS, and CARDINALS and in all Sizes.

CHILDREN'S SOCKS in great variety.

PARIS KID GLOVES in 2, 4 and 6 Buttons.

Black and Colored SILK GLOVES in 2 and 4 Buttons.

PIECE VELVETS, in Black and all new Colors.

New Millinery SILKS, LACES, RIBBONS, FEATHERS, &c., &c.

The Latest Novelties in LISSE and MUSLIN PLAINTINGS.

Gentlemen's New Designs in COLLARS and C

## Entertainment.

THEATRE ROYAL,  
CITY HALL.  
JOHN JACK'S CELEBRATED  
COMPANY.

Manager.....Mr JOHN JACK.  
Business Manager.....Mr GEO. NOVILLI.

The Beautiful and Wonderfully Versatile  
Actress and Vocalist  
MISS ANNIE FIRMIN,  
the Popular Comedian  
Mr JOHN JACK,  
and the Talented  
JOHN JACK'S DRAMATIC COMPANY  
HAVE ARRIVED  
and during their short stay in Hongkong  
will have the honour of giving  
FIVE PERFORMANCES.

The Second of which will take place  
as above

THIS EVENING,  
11th October, 1879,

When will be presented for the Last Time  
BIRION'S WORLD RENOWNED COMEDY,  
in Three Acts, entitled

"OUR BOYS."

THIRD PERFORMANCE,  
MONDAY EVENING,  
13th October, 1879,

"EAST LYNNE,"  
MISS ANNIE FIRMIN  
appearing in her World Renowned Dual  
Impersonation of  
LADY ISABEL  
and  
MADAME VINE.

FOURTH PERFORMANCE,  
WEDNESDAY,  
15th October, 1879,

BUCKSTONE'S POPULAR COMIC DRAMA  
"THE CHILD OF THE  
REGIMENT,"  
comprising the most favourite music from  
"LA FILLE DU REGIMENT."

FIFTH PERFORMANCE,  
THURSDAY,  
16th October, 1879,

The Great Moral and Sensational Play,  
founded on WILKIE COLLINS' Novel,  
"THE NEW MAGDALEN."

For Full Particulars, see Bills of the Day.

PRICES OF ADMISSION:  
Dress Circle.....\$3.  
Stalls.....\$2.  
Pit.....\$1.

Seats in the Dress Circle and Stalls may  
be secured at Messrs KELLY and WALSH,  
where a Plan of the Theatre can be seen.

Performances commence at Nine o'clock  
punctually.

Hongkong, October 11, 1879.

## For Sale.

## FOR SALE.

A Portable 6-Horse Power VERTICAL  
STEAM ENGINE and BOILER,  
fitted with FEED PUMP and GOVERNOR,  
etc., Complete; in all its parts almost new.

A Powerful FIRE ENGINE, by Messrs  
HUNNMAN & Co., Boston, with 40 Feet  
SUCTION and 100 Feet DELIVERY HOSE,  
Brass Discharge Pipe, NOZZLES, WRENCHES,  
HOSE STANNS, FIRE BUCKETS and BELL,  
etc., Complete and Ready for use. This  
Engine will throw a  $\frac{1}{2}$  or  $\frac{1}{4}$  Foot Stream of  
Water about 180 Feet.

A Set of WELL-BORING TOOLS, com-  
prising—  
1 Pointed ROCK DRILL  
1 Flat Chisel-Shaped ROCK DRILL  
1 WORM AUGER  
1 SHELL AUGER, &c.  
8 feet Lengths of 1" Square, WELL-  
BORING ROD, with Extra Stout  
MALE and FEMALE SCREWED JOINTS  
in Sult.

1 TILLER for Working Rods.  
A. MILLAR & Co.,  
Plumbers, &c.,  
Queen's Road East.

Hongkong, October 6, 1879. oc13

## FOR SALE.

TÉOPHILE ROEDERER & Co.'s  
CHAMPAGNE,  
awarded the  
Gold MEDAL at the PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX:  
Quarts.....\$17 per Case of 1 doz.  
Pints.....\$18 " of 2 doz.

MEYER & Co., Agents.

Hongkong, August 21, 1879. 21680

## FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,  
in Quarts and Pints.  
GIBB, LIVINGSTON & Co.  
Hongkong, May 20, 1879.

## WASHING BOOKS.

(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

## N.O.W. READY.

A CHINESE DICTIONARY IN THE  
CANTONESE DIALECT. Parts I.  
and II., A to M, with Introduction. Royal  
8vo., pp. 404.—By ERNEST JOHN EITER,  
Ph.D. Tübingen.

Price: FIVE DOLLARS, or Two DOLLARS  
AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Mowbray  
Kelly & Walsh, Shanghai.

Hongkong, March 1, 1879.

## For Sale.

MacEWEN, FRICKEL & Co.,  
13 QUEEN'S ROAD, AND 22 PRAYA,  
Beg to direct special attention to their well  
selected Stock of  
WINES, SPIRITS, &c.

CUTLER PALMER & Co.'s "CARTE  
BLANCHE,"  
HEIDSIC & Co.'s MONOPOLE,  
A DOLPHE COLLIN'S BOUZY  
CABINET.

MUMM'S (JULES) CHAM-  
PAGNE, Pints and Quarts.

POMMERY  
AND  
GREN'S CHAMPAGNE.

N EYEN'S (BODEN)  
N BOUZY, Pts. & Qts.

E XTRA SEC, Quarts.  
CHARLES HEIDSIECK'S WHITE SEAL,  
Pints and Quarts.

VEUVE CLICQUOT PONSARDIN, Pints  
and Quarts.

TEROPHILE ROEDERER & Co.'s VER-  
ZENAY MOUSSEUX, Pts. & Qts.

KRUG'S CHAMPAGNE, Pints and Quarts.

MACEWEN, FRICKEL & Co.

CUTLER PALMER & Co.'s CHA-  
TEAU MOUTON.

LORMONT, Pints

AND Quarts.

RAUZAN (CHATEAU), Pints and Quarts.

ERMITAGE LUDON.

T HIBOEUF (CHATEAU), Pints & Quarts.

CHATEAU LAROSE (COURCIER AND  
ADET'S), Pints and Quarts.

CHATEAU LAFITE, Pints & Quarts.

IRIS GRAVES, Pints and Quarts.

BREAKFAST CLARET, Pts. & Qts.

OLD INVALID CLARET.

ST. JULIEN, &c., &c.

BREAKFAST CLARET.

MACEWEN, FRICKEL & Co.

BURGANDY, HOCK, SHERRIES,  
&c.

Cham-  
bertin, Chablis  
(White), Liebfraumilch,  
Hochheimer, Niersteiner,  
Steinberger Cabinet, Rudesheimer  
Berg, Konin Victoria Berg, Cha-  
teau Yquem, Grand vin, Haut Sauterne,  
Marsala, Sacon's Pale Dry White  
Seal Sherry, Yellow Seal Amon-  
tilado Sherry, Cutler Palmer  
and Co.'s Sherry, In-  
val Port (1848),  
Hunt's Port.

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BRANDY, HOCK, SHERRIES,  
&c.

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BRANDY, 1 to 4 stars, Finest  
Old BOURBON WHISKY, highly  
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SWAIN'S BLOOD and Co.'s OLD TOM  
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Green and Yellow; MARAS-  
CHINO DE ZARA, CURA-  
CAO, Pints and Quarts;  
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BOXER'S and  
ORANGE  
BITTERS,  
&c., &c.,  
&c.

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ROYAL GLENDEE WHISKY, AVH GIN,  
SWAIN'S BLOOD and Co.'s OLD TOM  
GIN, LA GRANDE CHARTREUSE,  
Green and Yellow; MARAS-  
CHINO DE ZARA, CURA-  
CAO, Pints and Quarts;  
ANGOSTURA,  
BOXER'S and  
ORANGE  
BITTERS,  
&c., &c.,  
&c.

MACEWEN, FRICKEL & Co.

## Intimations.

RIMMEL'S CHOICE PERFUMERY. Ilang-Ilang, Jockey Club, and other perfumes; Toilet Vinegar of world-wide celebrity; Toilet Water, Lavender Water, Florida Water, Eau de Cologne, Lime Juice and Glycerine for the Hair, Glycerine, Honey, Windsor, and other Toilet Soaps, Violet and Rice powder, Aquadonit for the Teeth, Aromatic Ozonizer, a Natural Air Purifier, &c., Sold by all Perfumers and Chemists.

Registered trade mark—an Heraldic Rose. 96, Strand, 128, Regent Street, and 24, Cornhill, London, 17, Boulevard des Italiens, Paris. 31my79 1w 52t

"HIGHEST AWARD & PRIZE MEDAL PHILADELPHIA EXHIBITION, 1876."

OAKLEY'S WELLINGTON KNIFE POLISH

PREPARED EXPRESSLY FOR THE PATENT KNIFE-CLEANING MACHINES, IND. RUBBER AND BUFF LEATHER KNIFE BOARDS. KNIVES CONSTANTLY CLEANED WITH IT HAVE BEEN PROVEN TO LAST 1000 CUTS. 1000 JACKETS 5d EACH, AND TINS, 6d, 1s, 2s, 4d EACH.

OAKLEY'S INDIARUBBER KNIFE BOARDS

PRESERVE FRICTION IN CLEANING AND INJURY TO THE KNIFE. OAKLEY'S WELLINGTON KNIFE POLISH SHOULD BE USED WITH HIS BOARDS.

OAKLEY'S SILVERSMITHS SOAP

[NON-MERCURIAL], FOR CLEANING AND POLISHING SILVER, ELECTRO-PLATE, PLATE GLASS, &c. TABLETS 6d EACH.

OAKLEY'S WELLINGTON BLACK LEAD

IN SOLID BLOCKS—1D., 2D. & 4D. EACH, & 10. BOXES.

JOHN OAKLEY & SONS MANUFACTURERS OF LEAD, LEAD-PIPE, LEAD-MILL, &c.

JOHN OAKLEY & SONS MANUFACTURERS OF LEAD, LEAD-PIPE, LEAD-MILL, &c.

17my79 1w 52t 17my80

## NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po); CEASED from the 1st August, 1877.

CHUN AYIN.

Hongkong, April 6, 1878.

## NOTICE.

IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHUN, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM,

Lessee of the Hongkong Chinese Mail, Hongkong, April 6, 1878.



THE GREATEST WONDER OF MODERN TIMES!

HOLLOWAY'S PILLS

Long experience has proved these famous remedies to be most effectual in curing either the dangerous maladies or the slighter complaints which are more particularly incident to the life of a miner, or to those living in the bush.

Occasional doses of these Pills will guard the system against those evils which so often beset the human race, against scurvy, gout, and all disorders of the liver and spleen—the frequent forerunners of fever, dysentery, diarrhoea, and cholera.

HOLLOWAY'S OINTMENT

Is the most effectual remedy for old sores, wounds, ulcers, rheumatis, and all skin diseases; in fact, it never fails to cure them.

These Medicines may be obtained from all respectable Druggists and Stove-keepers throughout the civilised world, with directions for use in almost every language.

They are prepared only by the Proprietor, Thomas Holloway, 533, Oxford Street, London.

\* Beware of counterfeits that may emanate from the United States.

20ap78 1w ff

THE CHINESE MAIL

TEMP OF ADVERTISING IN THE CHINESE MAIL.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent week's insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru, and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

Hongkong, February 10, 1874.

## Intimations.

Dysentery, Cholera, Fever, Ague, Coughs, Colds, &c.

DR. J. COLLIS BROWNE'S CHLORODYNE (Ex Army Med. Staff) IS THE ORIGINAL AND ONLY GENUINE.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. Collis Browne was undoubtedly the Inventor of Chlorodyne, that the story of the Defendant, Freeman, being the Inventor was deliberately untrue; which he regretted had been sworn to. Eminent Hospital Physicians of London stated that Dr. J. Collis Browne was the discoverer of Chlorodyne; that they prescribe it largely, and mean no other than Dr. Browne's.—See Times, July 12, 1864. The public, therefore, are cautioned against using any other than Dr. J. COLLIS BROWNE'S CHLORODYNE.

REMEDIAL USES AND ACTION. This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effects and wonderful cure, while medical men extol its virtues most extensively.

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

CHLORODYNE is the best remedy known for coughs, consumption, bronchitis, asthma.

CHLORODYNE effectively checks and arrests those two often fatal diseases—Cholera, fever, cramp, ague.

CHLORODYNE acts like a charm in diarrhoea, and is the only specific in cholera and dysentery.

CHLORODYNE effectually cuts short all attacks of epilepsy, hysteria, palpitations and spasms.

CHLORODYNE is the only palliative in neuralgia, rheumatism, gout, cancer, tooth-ache, meningitis, &c.

EXTRACTS FROM MEDICAL OPINIONS. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See Lancet, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (December 1865) that in nearly every case of Cholera in which Dr. J. Collis Browne's CHLORODYNE was administered, the patient recovered.

Extract from the General Board of Health, London, as to its efficacy in Cholera.—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

See leading article, *Pharmaceutical Journal*, August 1, 1869, which states that Dr. J. Collis Browne was the inventor of Chlorodyne; that it is always right to use his preparation when Chlorodyne is ordered.

CAUTION.—None genuine without the words "Dr. J. COLLIS BROWNE" on the Government Stamp. Overwhelming medical testimony accompanies each bottle.

So Manufac.—

J. T. DAVENPORT, 83, Great Russell Street, Bloomsbury, London. Sold in bottles at 1s. 1d., 2s. 9d., 4s. 6d., and 1s.

9au79 1w 26t 9fe80



CLIMATIC DEBILITY. THE WEAK MADE STRONG.

NEWMAN'S EXTRACT OF MALT. Prepared from the finest Kentish Malt, being non-fermented and free from Spirit, as certified by Dr. Hassall and other Analytical Chemists.

It is strongly recommended by the faculty, and extensively used in the principal Hospitals, and is particularly valuable in all cases of Constitutional and Climatic Debility, as well as being a most agreeable and efficient substitute for Cod Liver Oil. It is also very strongly recommended to be taken instead of Wine or Beer between meals, as it imparts immediate strength, assists digestion, and produces appetite, and it may be freely taken by total abstainers without any misgivings as to its exciting or intoxicating effects.

DIRECTIONS.—A Wine-glassful twice, or three times a day. The Extract should be kept lying down in a cool place.

Copies of the Original Testimonials from Physicians and the Public can be forwarded upon application to the Manufacturer.

Sold by all Chemists, and by the Manufacturer, C. H. NEWMAN, Dagmar House, East Margate.

Local Agents: Messrs. A. S. WATSON & Co., Hongkong. 4ja79 1w ff

## HONG LISTS.

Circular, large sheet.

THE AMENDED HONG LIST, in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

## Intimations.

DINNEFORD'S

THE SAFEST MILD APERTIENT FOR DELICATE CONSTITUTIONS, LADIES, CHILDREN AND INFANTS, AND FOR REGULAR USE IN WARM CLIMATES.



DINNEFORD & CO., CHEMISTS

LONDON,

N.R. ASK FOR DINNEFORD'S MAGNESIA.

Agents—A. S. WATSON & Co., Hongkong.

5ap79 1w 52t 5ap80

FLUID MAGNESIA.

And of Druggists and Stovekeepers throughout the World.

1w 52t 5ap80

## Intimations.

BUGS, FLEAS, MOTHS, BEETLES, and all other insects are destroyed by

KEATING'S INSECT POWDER, which is quite harmless to Domestic Animals.

In exterminating Beetles the success of this Powder is extraordinary, and no one need be troubled by those pests. It is perfectly clean in application.

Ask for and be sure to obtain "KEATING'S POWDER," as Imitations are Noxious, and fail in giving satisfaction.

Sold by all Chemists in small bottles 1/- & 2/- each.

KEATING'S WORM TABLETS, A PURELY VEGETABLE SEWING BEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL OR THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children.

TESTIMONIAL.

Mr. KEATING, Medical Hall, Gildersome, Nov. 28th, 1876

Dear Sir, I think it nothing but my duty to inform you of the immense sale I have for your Worm Tablets, which I may justly say is enormous, and in every case gives the greatest satisfaction. I have now in stock two bottles containing the round Worms brought me during the last few days by customers, one Worm 40 yards long. I dare not be without the remedy. Yours respectfully,

M. A. WALKER, Sold in Bottles, by all Chemists and Druggists.

Proprietor, THOMAS KEATING, London.

Reward and Caution.—Whereas fraudulent imitations of this unsurpassed remedy have been sold, I hereby request any one knowing of the vendor of the same to communicate with me; on conviction of the offender a liberal reward will be paid.

4oc79 1w 31oc80

## PERFUMERY.

J. & E. ATKINSON'S

WHITE ROSE and other SACHET POWDERS, ROSE TOILET POWDER, TRANSPARENT SOAP.

TOILET VINEGAR.

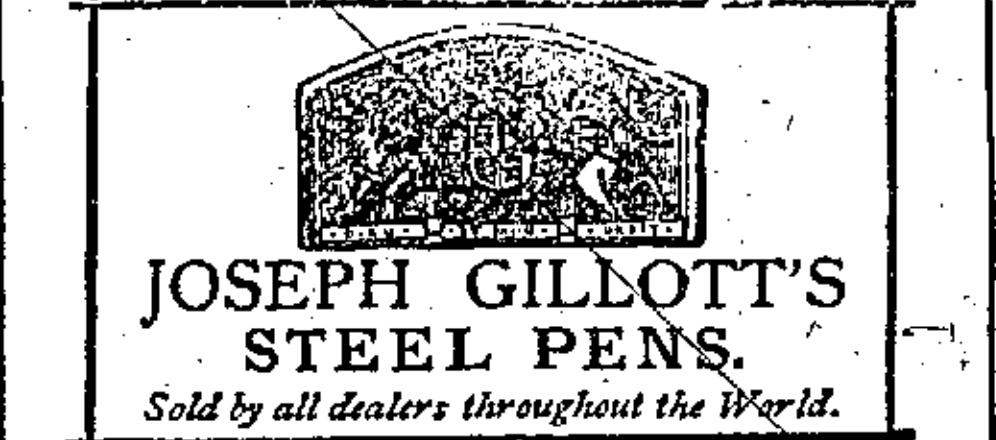
PRIZE MEDALS—LONDON, PARIS, VIENNA, CORDOVA, LIMA, PHILADELPHIA. Paris 1878, only Gold Medal for English Perfumery.

Sold by all first-class dealers throughout the World.

J. & E. ATKINSON, 24, Old Bond-street, London. The genuine guaranteed by TRADE MARK "A. White Rose on a Golden Lyre."

7ju79 3

## GOLD MEDAL, PARIS, 1878.



## Mr. Andrew Wind,

NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

PRICE \$6.

THE TREATY PORTS

OF

CHINA AND JAPAN,

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH PEKING, YEDO, HONGKONG AND MACAO.

FORMING A GUIDE BOOK & VADE MEUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

500 pp. 61s. With 29 MAPS and PLANS, by

W. F. MAYERS, N. E. DENNYS, and CHAS. KING.

COMPILLED AND EDITED BY N. E. DENNYS, PH.D.

LONDON: N. TRUBEE & Co.

HONGKONG: *China Mail* Office.

Price, 4s, leather half bound.

The scope of this work included detailed descriptions of important SITES and MOUNTAINS, notes on the CLIMATE and general TOPOGRAPHY, FAUNA, FLORA, GEOLOGY and METEOROLOGY of each Port and its neighbourhood, with HISTORICAL Notices and minute details respecting the rise and progress, and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the TRADE of each open Port, compiled from official returns, together with statements respecting COINAGE, CURRENCY, and EXCHANGES, LINES OF STEAM COMMUNICATION, DISTANCES, and rates of PASSAGE Money-Hints, and recommendations to travellers, giving full particulars of OUTPORTS and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and Modes of living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains an historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1865, including POL

## NOTICES OF FIRMS.

## NOTICE.

THE INTEREST and RESPONSIBILITY of Mr JOHN FAIRBAIRN in our Firm here and in Yokohama, CEASED on the 31st March, 1879.

LANE, CRAWFORD & Co.  
Hongkong, October 6, 1879.

## NOTICE.

THE Undersigned has established himself at the premises formerly occupied by LAMMERT, ATKINSON & Co., Foddar's Wharf, as

AUCTIONEER, APPRAISER  
AND  
COMMISSION AGENT.

All GOODS intended for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMMERT.

Hongkong, July 1, 1879.

## NOTICE.

THE INTEREST and RESPONSIBILITY of Mr C. BRAUN in our Firm, CEASED on the 23rd September A.C.

Mr C. STIEBEL is authorized to SIGN our Firm.

REISS & Co.,

Hongkong, Shanghai, Yokohama.

Hongkong, October 3, 1879.

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## NOTICE.

FROM the 1st of OCTOBER, Dr EASTLACKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1879.

## INTIMATIONS.

## NOTICE.

A RESIDENCE Wanted by the 31st Instant. The CAINE ROAD or that NEIGHBOURHOOD preferred.

Apply to

THE BORNEO COMPANY, LTD.  
Hongkong, October 1, 1879.

## NEWS FOR HOME.

The Overland China Mail.  
(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely  
printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 60 cents) \$12 per annum (postage paid \$13.50).

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

## NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.  
Agents,  
ARNHOLD, KARBERG & Co.  
Hongkong, Sept. 3, 1879.

3380

Volume Eighth of the  
"CHINA REVIEW."

Now Ready.

No. 1.—VOL. VIII.

OF THE

CHINA REVIEW.

## CONTAINS—

Translations from the Lü-lü, or General Code of Laws.

New Cantonese Words.

Translations of Chinese School-books.

The Ballads of the Shih-king.

Nestorian at Canton.

Korean Pronunciation of Chinese.

The Critical Disquisitions of Wang Ch'ung.

Brief Sketches from the Life of K'ung-ming.

Short Notices of New Books and Literary Intelligence.

Worship of the Emperor's Tablet.

Snake Bites.

A Terra-cotta Vase with supposed Chinese Inscription discovered by Dr. Schliemann, at Hissarlik (with illustrations).

Opium Consumption in China.

Official Usurpers.

Heralds and other Designations.

Coins of the Ming.

A Porcelain "Coin" (with wooden).

Books Wanted, Exchanges, &c.

Hongkong, September 28, 1879.

## SAILORS' HOME.

ANY Cast-off CLOTHING, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 24, 1879.

## INTIMATIONS.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above Company are requested to furnish their Undersigned with a List of their CONTRIBUTIONS from the 1st January, 1878, to the 30th June, 1879. In Order that the Portion of the NET PROFITS to be Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st OCTOBER next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, August 2, 1879.

## DENTAL NOTICE.

D. R. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above Company are requested to furnish their Undersigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in Order that the DISTRIBUTION of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, July 24, 1879.

## NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A TENTH RETURN of CAPITAL at the Rate of TWO TAELS per SHARE, will be made to Shareholders of Record on 13th October, Payable at the Office of the Liquidators, on MONDAY, 20th October.

Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 20th July, inclusive.

By Order,

RUSSELL & Co.,  
Liquidators.

Shanghai, October 1, 1879.

## YANGTSE INSURANCE ASSOCIATION.

## NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ENDING 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIUM CONTRIBUTED, by the Undersigned on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co.,  
Agents.

Hongkong, May 5, 1879.

## NOTICE.

## THE CHINESE MAIL

FROM and after the Chinese New Year's day (February 17, 1874) the CHINA MAIL will be issued DAILY instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the CHINA MAIL.

The unusual success which has attended the CHINA MAIL makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

China Mail Office.

## TO-DAY'S ADVERTISEMENTS.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship "AJAX,"

Captain R. F. SCALE, will be despatched on MONDAY, 13th inst., at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, October 11, 1879.

## FOR SWATOW, AMOY &amp; FOOCHOW.

The Steamship "DOUGLAS,"  
Capt. Young, will be despatched for the above Ports on WEDNESDAY, the 15th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,  
Agents.

Hongkong, October 11, 1879.

## SAILORS' HOME.

ANY Cast-off CLOTHING, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 24, 1879.

## TO-DAY'S ADVERTISEMENTS.

## FOR AMOY.

The Steamship "ESMERALDA,"  
Capt. TALBOT, shortly due,  
will have immediate despatch  
for the above Port.

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, October 11, 1879.

## PUBLIC AUCTION.

## GENERAL WEEKLY SALE.

THE Undersigned will sell by Public Auction, on

## TUESDAY,

the 14th October, at Noon, at his Auction Sales Rooms, Peddar's Wharf,

4 bales 7-lb. GREEN BLANKETS.  
1 case All Wool Striped Fancy Flannel.

Scarlet, Pink and White Flannel,  
Woolen Scarves, Woolen Mits, Tweeds,  
Doeskins, Grey Meltons, Cloth, etc., etc.

200 doz. White Huckaback Towels.  
25 doz. Merino Undershirts.  
50 doz. White Cotton Socks.

Korosine Hanging Lamps, Wall  
Lamps, etc., etc.

40 drums Hubbuck's Pale Boiled Linseed Oil.  
20 drums Hubbuck's Turpentine.

20 coils Hoth's Russian Rope, 2 to 3  
inches.

120 drums English Paints, assorted  
colors.

50 cases Board's Old Tom.  
Brandy, LL Whisky, AVH Gin,  
Claret, etc., etc.

23 cases Champagne, Sillery Mous-  
seux.

50 boxes Sperm Candles.  
Morton's Oilman's Stores.  
Brown Windsor and Fancy Toilet  
Soap.

Toys, Flower Pots, Fancy Porcelain  
Ware.

200 doz. Liqueur Glasses.  
Revolvers and Cartridges.

25 cases pts. Norwegian Beer, Chris-  
tiania Brewery, 6 doz. each.

And a Variety of Other GOODS.  
TERMS.—Cash on delivery.

G. R. LAMMERT,  
Auctioneer.

Hongkong, Oct. 11, 1879.

oc14

PUBLIC AUCTION.

THE Undersigned have received in-  
structions from Messrs ADAMSON,  
BELL & Co., to sell by Public Auction,  
(For account of whom it may concern.)

ON

## TUESDAY,

the 4th of November next,  
Unless previously disposed of by Private  
Contract.)

The British Barque  
"C H O C O L A",

as she now lies at Anchor off YOW-MAH-TEE.

She was built of Oak and Elm at NANTES in 1868, and is well and favorably known on this Coast. She is well found in Sails and Gear generally, has 2 BOWER ANCHORS, each with 100 fathoms Cable; also 1 SPARE ANCHOR and 2 KEDGES. She has been recently opened for survey, and is still open for inspection.

For further particulars, apply to  
Messrs ADAMSON, BELL & Co., or to the  
Auctioneers.

TER

Doubtless, the English Colonial Office will find a way out of the difficulty without either adopting the views of "The Friends of the East" or of turning the Colony of Hongkong into a slave-hunting territory or a theatre of legal warfare by prosecuting Chinese for bigamy. Lesser Britain has had a Greater Britain to look after and govern in a rational manner for too many years, to be drawn into any such extremes as those indicated; and we may be sure that right will be done. Strong impressions are sometimes made upon officials possessed of impressionable natures in whom a sense of responsibility is well developed; but long experience of administration amongst Asiatic populations generally produces a matured common-sense which is far above mere impressions. As an illustration of this, and apropos of the various agitations now going on as to the government of Asia, a good story is told of the present Governor at Singapore, who is now on leave in England and has been making so good use of his furlough. When he first arrived in the Straits he was struck by what appeared to him to be the oppressive "class legislation" in vogue, and which seemed in his opinion to bear too hardly on the Chinese residents. The head of a department was spoken to on the subject. "I can't help thinking," H. E. is reported to have said, "that all races here should be under equal laws." "Quite so," replied the Government official, pretending to misunderstand his chief; "but there would be difficulty in carrying out your views: there might be riots." "How so? surely the Europeans would never dream of such a thing?" "Your Excellency misunderstands me," blandly rejoined the H. G. O.; "you see that, in the first place, you would have to institute about eighty thousand prosecutions for bigamy; secondly, you would have to impound half the testamentary documents in the Colony; thirdly, you would have about ten thousand prosecutions under the Stamp Act; and fourthly, and worse than all, you would—" "Oh! ah! yes, of course," said H. E.; "I see; I didn't quite mean that, but"—(after a slight pause, in which he seemed to survey and take in the wide prospect)—"Yes, quite so." Upon which the H. G. O. mournfully smiled, and retired. After events would seem to demonstrate that this brief interview and pregnant little conversation had done much to open the eyes of the Governor to the real situation. Would it be too much to expect the example to be followed?

A LETTER, signed "Old Resident," appears in last issue of the *London and China Express*, under the heading of "Hongkong Grievances." It necessarily deals with matters which have been pretty fully discussed here months ago; but it conclusively shows that there are a few residents of this Colony now at home who have fairly grasped the various issues raised between Mr Pope Hennessy and this community. Speaking of the way in which the Resolutions of the foreign meeting were treated, and the different manner in which the so-called counter memorial (Chinese) was dealt with, this correspondent remarks that "the residents mismanaged this affair; the petition ought to have been sent to some influential colonists here, to be presented to the Secretary of State by a deputation." As the perfect openness and straight-forwardness of the public meeting, which was considered, a year ago, to be the most fair and English mode of proceeding, turned out to be unsatisfactory in more ways than one, it is more than probable that the suggestion of "Old Resident" will be acted upon in future demonstrations, supposing that such should ever again be necessary. The correspondent referred to is not very far wrong when he says—"The colonists will obtain no redress until they agitate to be better represented on the Legislative Council. The present three unofficial members are powerless; they may protest as much as they like, but they are always in the minority and overruled by the official members, besides which they are nominated by the Governor." When, however, this friend of the Colony in London finds that the body of Justices of the Peace have been so ungraciously scrubbed by the Secretary of State for the Colonies, he may conclude that redress of any kind is still in the distant future so far as Crown Colonies are concerned.

"Old Resident" thus makes an allusion to the Blockade question:—"I will refrain from saying anything at present upon the blockade question until we hear what the Governor has to state upon his return from Japan; but we can draw our own conclusions, that an attempt will be made by the Chinese authorities to attack the freedom of the port, and those interested in the trade of the colony will have to be on the alert." Little or nothing has lately been heard of the Governor's plan to solve this vexed question: indeed, so many public questions are now awaiting consideration and pending solution, that we despair ever seeing Mr Hennessy do anything beyond nibbling at each in turn during the remaining portion of his term of office. If, as is reported, the proposed warfare against the exportation of loose balls of opium be still in favour, we see no insurmountable difficulty in the proposition as it is commonly represented. It is now nearly four months and a half since His Excellency taunted the unofficial members of Council with inaction in this matter, and intimated his intention to take hold of and settle this great question. Under these circumstances, it will not be surprising if Mr Hennessy's critics begin to look round for some result.

#### REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]  
(Per E. E. & O. Telegraph Co.'s Line)

##### AFGHANISTAN.

SIMLA, 9th October.  
General Roberts' column has been attacked in force near Cabul; after severe fighting the enemy were repulsed with heavy loss. The casualties on the British side amount to eighty-seven.

##### AUSTRIA.

LONDON, 9th October.  
M. Haymerle has been appointed Prime Minister in the room of Count Andrassy.

##### CHINESE NOTES.

From a proclamations issued by the Acting Governor at Canton, it appears that candidates for the degree of Provincial Graduate are forbidden to use the names of contemporary statesmen, or statesmen of the present Dynasty in illustrating the subject of their essays.

About Tls. 70,000 are contributed by the Departments and Districts of Kwung Tung Province to defray the expenses connected with the triennial examination, feeding the students whilst in the hall, fixing up tables, painting, printing, &c. The work falls upon an official called the [in Canton, 1879] who, in return for the anxious work which devolves upon him, can make a profit of about Tls. 10,000 out of the transaction. Formerly the "job" was a perquisite of the Manchu Puisne Judge [理事事]; but, since the time when a young Manchu named [仁] (son of the late Emperor's tutor, [仁]), occupied that post, and flatly refused to have anything to do with the contract, the [仁] who, of course, was only too glad to start a precedent, has kept the transaction in Chinese hands.

In an interesting account of Cochin China, which appears in the Repository for 1847, the following interesting passages occur, which will do equally well for China. "Concubines are slightly subordinate to legitimate wives, but real harmony rarely reigns between them." The king "has the same authority over the subjects of his empire that a father of a family has over his children." "This powerful monarch is surrounded by a crowd of eunuchs." Only one woman "has the rank of wife; . . . the number of concubines is unlimited; . . . on his death they are shut up in another palace, where they must preserve their chastity. . . . The king wears clothes of a yellow colour ornamented with figures of the dragon. . . . We find two classes of mandarins, the lettered mandarins and the military mandarins. . . . The lettered mandarins are divided into nine orders. . . . For the administration of the affairs of government there are six departments or ministers, who are called *Lu-bo* [六部], *bo-lai* [吏], *bo-ho* [戶], *bo-le* [禮], *bo-binh* [兵], *bo-hinh* [刑], and *bo-cong* [工]. There is no minister for foreign affairs. For the marine they have only a superintendent. . . . The king uses the word *tarn* [for I or me, 朕] in Chinese *cham*, *tang*, *chen*, &c.] . . . The difference of sense is made evident by the difference of tone . . . if the tone is falling, *ma* means a horse."

Archdeacon Gray mentions that the great pagoda of Canton, "about five or six hundred years ago, was thoroughly repaired by a famous Chinese architect of that period named Loo-Pan, a worthy who was canonized at his death, and whose idol is now worshipped by carpenters, &c." Lu Pan, the mechanician in question, is mentioned by Mencius, and is said to have been a contemporary of Confucius, so that he is 2000 years older than the Archdeacon makes him out to be.

"Necessity is the mother of invention" is expressed in Chinese by 事急計生 or 腹急計生.

The circulation of the *Peking Gazette* in Canton is estimated at over a hundred thousand, but this number includes those copies which are sent to the Provincial cities. There are ten publishers [社] in Canton, each of whom employs about ten distributors, so that there are 100 distributors in the city and suburbs of Canton alone. The *Gazette* is printed off moveable types, and each publisher takes a certain number of copies. The *Gazette* is delivered gratuitously every two days to subscribers who are of two classes. The first class retain the pamphlet and pay about 20 cents a month; the second class pay about half that sum and return the *Gazette* to the distributor the next time he comes round. Along with it is delivered the local "official sheet" [官報], the matter of which is collected from the *gazettes* daily. This is printed from wax blocks, which are then re-melted and available for another day's issue.

As soon as ever a Chinese woman discovers herself with child, she indulges herself freely during three months in sweet, sour, or acid eatables, according to her taste. Accordingly some eat pickles, others

ginger, and others *conjures* where with to cheer themselves. Perhaps this custom exists elsewhere than in China.

##### LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected here about the 14th instant, by the O. & O. steamer *Oceanic*. The next FRENCH and AUSTRALIAN MAILS (via Galle) may be expected here by the M. M. steamer *Ava*, on Wednesday next, the 16th inst.

We are informed that the steamer *Glen-Engles* left Singapore for this port to-day (11th).

We learn with pleasure that Mons. G. Boulouze, formerly "Chancier" of the French Consulate at this port, has been appointed to a similar post at the port of Glasgow. Mr Boulouze had many friends in this Colony, who will regret that his duties do not lead him again to China, but who will be glad to learn that, in the service he has chosen as his profession, he is going up the ladder.

Mr David Welsh, formerly a resident of Hongkong, was seriously injured (so says the *Brisbane Queenslander*) on the 14th August last by a carriage accident. We regret to learn that, according to last advice received from Brisbane, Mr Welsh was considered to be in a precarious state. He had, it is said, been visited by Sir Arthur Kennedy, our former Governor, and but slight hopes were entertained of his recovery. Many residents will join in a genuine regret at this news, as Mr Welsh was well known here as a stout and stubborn defender of the rights of free discussion in Hongkong.

The *China Express* of August 29th is glad to hear that a second edition of Mr Gilman's "Plays and Poems" is to be shortly issued.

We have already noticed the book, and recorded the high opinion which all lovers of poetry must entertain of it. It has the ring of the true metal, and its finely poetic language is enhanced by a high morality worthy of all praise. A recent perusal of "The Secretary, a play in three acts," has induced us to note the fact of the promised second edition: in this play sturdy old English honesty and love of right are most felicitously and truthfully depicted. We trust the book will be largely read.

The sitting Magistrate, the Hon. C. B. Plunkett, was engaged to-day investigating a case in which a Chinese boy accuses a European resident of a serious offence. A counter-summons has been taken out by the European in question against the boy, and an amish, for conspiring to extort money by making a false accusation. The case is of such a nature that it is being heard with closed doors, and had not been completed when we went to press.

We reproduce in our Sixth page to-day the careful summary and able commentary given by the *Times* on the publication of the Order in Council, passed August 14th, amending the Regulations for Preventing Collisions at Sea as set forth in the schedule of the Merchant Shipping Act of 1862, and confirmed by Order in Council of the 9th of January, 1863, and of the 30th of July, 1868. It is provided in the present Order that on and after the 1st day of September, 1880, the previous Orders shall be annulled, and that the amended Regulations shall come into force. The amended Rules are those which were adopted by a Committee in 1876, and have received the assent of the leading Maritime States. It will be found that the substance of the old Regulations, both as to ships' lights and to the Rule of the Road, has been retained, but some important additions have been made, and these are clearly pointed out and explained in the article we now quote.

The rumour is current in Tokio that the real object of the approaching voyage to Europe of H. E. the Minister of Public Works, is to negotiate a new loan, in view of the eventuality of war with China. The Government have full and entire confidence in the great ability of Mr Okuma, but as Mr Inouye possesses over his financial colleague the advantage of having, in England, personal friends of great influence, this important consideration has guided the choice of the Government, and appears, to all its members, to have ensured the success of the undertaking. We do not at all doubt but that a new Japanese loan, at a reasonable rate, would be rapidly taken up in the money market of London, or even of Paris, the only indispensable condition is to give to the lenders solid and sufficient guarantees.

*Hedges & Co.'s Weekly Shipping Report, Pagoda Anchorage, 4th October:—*

Arrivals During the Week.—Sept. 27, Norman Court, from Hongkong; 28, Namos, from Hongkong; 28, El Dorado, from Shanghai; 28, Johanna Kremer, from Newchwang; 30, Europe, from Shanghai; 30, N. N., from Amoy; Oct. 3, Iris, from Shanghai; 3, Mikado, from Shanghai.

Departures During the Week.—Sept. 27, Nestor, for London; 27, Cells, for Melbourne; 27, Kwangtung, for Hongkong; 30, Hasting, for Shanghai; Oct. 1, Namos, for Hongkong; 3, El Dorado, for Tientsin.

Shipping in Port—Lapwing, Sir LanceLOT, White Adder, Norman Court, J. Kremer, Europe, N. N., Iris, Mikado.

A wise man is content with his lot, what ever it be, without wishing for what he has not; though, of the two, he had rather

##### INQUEST.

An inquest was held this afternoon, before C. V. Creagh, Esq., Coroner, at the Government Civil Hospital, on the body of one Young Asam. This woman it may be remembered, was on the 25th ult., committed by Mr Plunket for trial at the Criminal Sessions on a charge of selling a child, and was then admitted to bail in a sum of \$100.

The following gentlemen were empanelled as a jury: Messrs W. H. F. Darby, F. M. Gonsalves, and N. J. Gomes.

Dr C. J. Wharry, sworn, stated:—I am Superintendent of the Government Civil Hospital. The body of deceased was brought to the Hospital about half-past one yesterday afternoon. I examined it this afternoon. It is that of a Chinese female about 30 years of age and very fat; she had been dead about 36 hours. There were no marks of violence on the body. I opened the chest and found that a small aneurism of the aorta was ruptured, from which death had resulted.

The Jury returned a verdict of "Death from Natural Causes."

##### Police Intelligence.

(Before the Hon. C. B. Plunket.)

Saturday, Oct. 11.

##### ASSAULT AND ATTEMPTED KIDNAPPING.

In Aishin, 54, a married woman, was charged with assaulting Sui Anu, a widow, and attempting to take her away from this Colony by force and against her will on the 11th inst.

Sui Anu stated that she is a widow, and comes from Canton about two months ago. This morning she went out to buy some things, and met deendant on the Praya Central. She immediately seized witness and dragged her about, and wanted her to go to Canton. Complainant refused to go. About a week ago another woman named Ip Alun tried to force her into a cargo boat.

J. Mulgravens, an Inspector of Nulances, stated that at 7 30 this morning he saw a great crowd on the Praya. The defendant was trying her best to drag complainant into a boat. Witness stopped her and understood complainant to say that defendant was trying to force her to go to Canton. He took prisoner to let her go, but she would not do so. A Lukong was then taken and she was given in charge.

P. C. No. 165, Hong Ayan, gave corroborative evidence.

Defendant stated she was a boat-woman in Canton. Complainant is her nephew's wife, and he had asked her to look for her in Hongkong. She came here by steamer on the 7th inst., but only met complainant this morning for the first time, when she seized her by the jacket and told her to go to Canton. Defendant was ordered to find security in \$20 to keep the peace for a month, in default one month's imprisonment. She went to gaol.

##### UNLAWFUL POSSESSION OF PREPARED OPIUM.

Lam 45, a servant, was again brought up charged with having in his possession prepared opium contrary to Ordinance 1858, and 1879, on the 8th instant.

P. C. No. 6, T. Campbell, stated that he had made every endeavour to find Chan Aching, the reputed occupier of the house where the opium was found. Defendant had no witnesses.

Fined \$50, in default two months' imprisonment with hard labor. Defendant went to gaol.

##### CORRESPONDENCE.

###### EMIGRATION TO THE SANDWICH ISLANDS.

To the Editor of the "CHINA MAIL."

Canton, Nov. 10, 1879.

SIR,—In what we must consider a very attenuated—far-fetched—anitthesis, your Shanghai contemporary of the *News* says of my notice of the increasing emigration to the Sandwich Islands, that "the extravagant phrases of the writer are only equalled by the thinness of the veneer which covers them."

As I dealt with the practical question presented by an existing state of facts and had no private interest to serve, my comment was simply designed as a rationale of the tendency of the current of emigration, as derived from observation extended over a long course of years; and failing, as I now do, to find anything suggestive or *veneer* apart from the "cabinet wares" in which the early emigrants adventured, I discovered that my critic relies upon superficiality in his readers to hide his use of this *glaze* for a *cavil*; which might be left to the doubt many, discerning among them were it his sole offence against comity. But—lest his *veneer* should prove too thin—he proceeds to misrepresent what I did say, thus: "To speak of these islands already, before even possibilities have had time to develop themselves, as possessing the attractions of *El Dorado*, high-class bunkum."

Now, had I waited the expiration of the unlimited, not to say illimitable time that possibilities might or would take to develop themselves, it is obvious that I should not have been able to deal with truths and probabilities in a somewhat philosophical spirit, as I did; but substantially to the following purport the points raised:—That is to say,—I did not state that *these Islands already possessed the said attractions*; but in the immediate context, on the contrary, prefaced the allusion by pointing to the *future*, with the phrase "with the growth of the industry of the Islands this intercourse will grow," and qualifying the phrase *El Dorado* as used in a metaphorical sense, in order to mark the contradistinction with "reluctant, wayward California." I emphasized their greater suitability of climate and other conditions for the laboring classes of this country.

For men of that class, a climate, so like their own, and a preference accorded them by the native women for husbands, will form a powerful attraction; desirability though it may seem to apply to the land or the women—where clime and woman seldom frown and life runs over sands of gold."

But, seriously, if this discordant note from the North is not an unconsidered, idle cavil, like a bark or a growl of the dog in the manger, what is it?

What it is not, I shall—on further leisure briefly point out.

THE AUTHOR OF THE NOTICE OF SEPT. 20.

##### CHINA.

AMOK.

At a meeting of the Committee of the Amoy Seamen's Club held on the 4th—present Messrs H. A. Giles, Esq., Acting Consul, in the chair, Captain Grey, R.N.; Senior Naval Officer, and Dr. J. Macgowan, Rev. H. Thompson, W. C. Howard, Hon. Sec. and Treasurer—it was proposed by the Rev. Mr Thompson, that the motion passed at last meeting namely "that the institution be re-opened on its original temperance principles, subject to modification, at the decision of a majority of the subscribers" be rescinded. This motion was carried. There were no other business.

From Russian Siberia Japan might also draw the breed of horses, perhaps the most suitable of any for crossing with the mares of this country. In Siberia from the Urals to the Pacific coast, fine, enduring, and most docile horses are bred in large numbers. They are cobs or geldings, very strong and hardy, and the Imperial Government might do well to request Mr Taro to send to the *Imperial haras* a few selected sires and mares. At Possiet sheep of good quality can be drawn from the Korean country at cheap prices.

Lastly, the island of Saghalien is to become a settlement for the political and criminal convicts of Russia. The island at present produces little or nothing for food, save fish and potatoes; and probably the Russian authorities would, if convenience and cost of supplies were suitable, draw a few cargoes of food each year from Japan.

Here are good and new markets for Japan, close to her shores. The consul is intelligent, and if he is encouraged to do so, he could make straight the paths for a trade that would in a few years turn the outlays of the Colonization Department of Yedo into good investments, give employment to an enlarged steam fleet, bring about an influx of the precious metals that will go

THE NEW RULES OF THE ROAD  
AT SEA.

(Times, August 21.)

We yesterday briefly referred to the official publication of a body of rules of great international importance, the new regulations for preventing collisions at sea. These regulations not only apply to British ships throughout the world, but also to the Royal and Commercial Navies of Austria-Hungary, Belgium, Chile, Denmark, France, Germany, Greece, Italy, the Netherlands, Norway, Portugal, Russia, Spain, Sweden, and the United States, whether within British jurisdiction or not. It need hardly be said that an alteration affecting interests of such magnitude and so widely spread will not take effect immediately upon the publication in Tuesday night's *Gazette*. The rules now issued will have no force in practice till September 1, 1880. More than a year is thus given to officers and pilots of ships to make themselves acquainted with the new law of the maritime highways; and publication in the other countries which have agreed with Her Majesty's Government in the framing of the new rules will have given due warning to mariners of the 15 nationalities which concur with Great Britain in building themselves a common method of indicating their course upon the waters. There is nothing revolutionary in the changes in the rules. They will not satisfy the most ardent reformers. The most salient alteration is the new optional signalling for indicating the course of a ship. It is inevitable that improvements should be but gradual where so many voices are to be consulted; and, as it is, the sanction of several of the countries which agreed to the old rules has, apparently, not been given to the new. It is true that the most important commercial countries have come in, and that the adherence of others will probably follow. Comparing the present list of adhesions of foreign Powers with the enumeration printed in the edition of the old Regulations, published by authority in 1877, we find the names of the Argentine Republic, Brazil, Ecuador, the Hawaiian Isles, Hayti, Morocco, Peru, Turkey, and Uruguay. The absence of consent from Turkey, Brazil, and Peru (Chili has already come in) is a little surprising, and any long continuance of delay at the Porte might easily lead to embarrassment in the navigation of the Levant.

In this place it will not be necessary to reprint such of the rules as merely re-enact the old law on the subject laid down by Orders in Council in 1868 and 1868 by virtue of the Act of 1862, which gave the Queen in Council the power which, upon the joint application of the Admiralty and the Board of Trade, Her Majesty has now exercised again by issuing the revised edition of the rules. The old definition of steam-ships and sailing ships is preserved, but a difference occurs in the rule as to lights. The light for the foremast in steamers, the green starboard light, and the red port light are preserved, but the position to be occupied by the white foremast light is now more explicitly defined. By the old rule, the light was to be at the foremast head. By the new rule (art. 3, Letter A) it is to be "on or in front of the foremast at a height above the hull of not less than 20ft., and at the breadth of the hull not less than such breadth." The light thus to be carried is, as before, a bright white light, and it is to be "so constructed" (the phrase previously employed was "so fixed") "as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass," &c. The improved means of lighting—due to better lamps on the one hand, or electricity on the other—are not thought to justify any compulsory increase in the penetrating power of the lights. The white light is to be visible for five miles, and the coloured lights for two miles, as before, on clear dark nights. There is an alteration in the wording of the rule relating to towing. The heading, "Lights for steam-tugs," is omitted. In the draft of the new rules which was settled by the English Committee on July 8 last year, after consideration of some amendments proposed by Germany, America, Belgium, and Denmark, the heading was made more general in its wording, and stood "Lights for steamers towing." Now, however, it is left out altogether, in accordance with a general principle which has dictated the omission of all the sub-headings under the general head, "Rules concerning lights"; and the effect is accordingly that the rule is not confined to tugs, but applies to all vessels towing. The rule now stands as follows:—

"Art. 4.—A steamship, when towing another ship, shall, in addition to her side lights, carry two bright white lights, in a vertical line one over the other, not less than 3ft. apart, so as to distinguish her from other steamships. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light which other steamships are required to carry."

It will be observed that a certain distance between the lights is now provided for, to prevent the two from being placed so near as to melt into one. An entirely new rule follows, designed to meet the case of ships not under command—as, for instance, vessels laying telegraph cables, vessels to which accidents have happened, &c. The following is the new rule:—

"Art. 5.—A ship, whether a steamship or a sailing ship, when employed either in laying or in picking up a telegraph cable, or when from any accident is not under command, shall at night carry in the same position as the white light which steamships are required to carry and, if a steamship, in place of that light, three red lights in globular lanterns, each not less than 10in. in diameter, in a vertical line one over the other, not less than 3ft. apart; and shall, by day carry in a vertical line, one over the other, not less than 3ft. apart, in front of the other, not less than 2ft. in diameter.

"These shapes and lights are to be taken by approaching ships as signals that the ship using them is not under command, and cannot, therefore, get out of the way.

"The above ships, when not making any way through the water, shall not carry the side lights, but when making way shall carry them."

Verbal alterations are made in the next rule, which will now become Article 6, by the interpolation of the article just quoted, No. 6 instead of No. 5. It runs as follows:—

"Art. 6.—A sailing ship under way, or being towed, shall carry the same lights as are provided by Article 3 for a steamship under way, with the exception of the white light, which she shall not carry."

The old Article 6 (now become Article 7) has two slight changes made in its wording, "use" for "exhibition" and "shall each" for "each shall," and will henceforward read as follows:—

"Art. 7.—Whatever is in the case of small

vessels during bad weather, the green and red side lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for use; and shall, on the approach of, or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens, and shall be provided with proper screens."

The rule referring to riding-lights is much improved by the omission of the limiting words "in roadsteads and fairways" and by the clear expression of the fact that the 8in. prescribed for the diameter of the lantern is an irreducible minimum, but nothing more. The usual change in wording, for the sake of accuracy, from plural to singular, which is general in the rules, is also adopted. The article follows:—

"Art. 8.—A ship, whether a steamship or a sailing ship, when at anchor, shall carry, where it can be seen, but at a height not exceeding 20ft. above the hull, a white light, in a globular lantern of not less than 8in. in diameter, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least one mile."

The regulation for the lights of pilot vessels has a similar improvement in the way of showing that the precaution prescribed only enforces a minimum of caution. It contains also an entirely novel addition, the value of which has, since its proposal by the Committee on the Rule of the Road, been strikingly shown by the evidence in the case of the *Edinburgh* and *Severn*. In that case (heard before the Wreck Commissioner in March) a pilot-boat which was not "serving" was run down, and 15 valuable lives were lost, in consequence of the want of some such clause as that now added. The new rule especially provides for pilot-boats not serving:—

"Art. 9.—A pilot vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light, or flare-up lights, at short intervals, which shall never exceed 15 minutes. A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships."

The regulation for fishing vessels and boats may almost be described as a new code. It puts an end to the conflict of the collision rules with the rules of the Sea Fisheries Act:—

"Art. 10. (a) Open fishing boats and other open boats when under way shall not be obliged to carry the side lights required for other vessels, but every such boat shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side; and on the approach of or to other vessels such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side."

"(b) A fishing vessel and an open boat when at anchor shall exhibit a bright white light.

"(c) A fishing vessel, when employed in drift net fishing, shall carry on one of her masts two red lights in a vertical line one over the other, not less than 3ft. apart.

"(d) A trawler at work shall carry on one of her masts two lights in a vertical line one over the other, not less than 3ft. apart—the upper light red, and the lower green—and shall either carry the side lights required for other vessels, or, if the side lights cannot be carried, have ready at hand the coloured lights as provided in Article 7, or a lantern with a red and green glass as described in paragraph (a) of this article.

"(e) Fishing vessels and open boats shall not be prevented from using a flare-up in addition if they desire to do so.

"(f) The lights mentioned in this article are substituted for those mentioned in the 12th, 13th, and 14th Articles of the Convention between France and England scheduled to the British Sea Fisheries Act, 1863.

"(g) All lights required by this article, except side lights, shall be in globular lanterns so constructed as to show all round the horizon."

Article 11 contains a new and very valuable provision, which not only makes it lawful for overtaken vessels to show a light astern, but positively directs that this shall be done. Hitherto doubt existed whether a ship overtaken in the dark was entitled to protect herself by showing a light. The second article of the Regulations said, "The lights mentioned in the following articles and no others shall be carried." A violation of the rule might lead to the inference that the ship which showed a light had misled the other, and was to blame for the collision. All doubt is now removed, and it is to be hoped that the lights permitted will be found sufficiently distinctive. The clause runs as follows:—

"Art. 11.—A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light."

The white light mentioned in the preceding article might be mistaken for the white light of a ship at anchor, and the course of the ship ahead might be at such an angle to that of the ship astern as to cause the error to have dangerous consequences. In practice the flare up, which is also permitted in the alternative, will, perhaps, be preferred. Another important change is made in regard to fog signals. Article 12, introduced by the heading, "Sound-signal for fog, &c." takes the place of the old Article 10, and makes a step in the direction of requiring the Morse system to be applied to sound signals to indicate the course of a ship. The indications as to course compulsorily required of sailing ships are not to be enforced against steamships and a question may arise how far the prolonged blast required of steamers in a fog under this rule will interfere with their option in a fog of using the short blasts authorized by a later article (Art. 19). The rules would appear to permit the use of both sets of signals, the long blast and the short blast, together, but not (in a fog) the use of the short blasts alone. The following is the new article specially referring to sound signals for fog:—

"Art. 12.—A steamship shall be provided with a steam whistle or other efficient steam sound signal, so placed that the sound may not be intercepted by any obstructions, and which an efficient fog horn to be sounded by a bellows or other mechanical means, and also with an efficient bell. A sailing ship shall be provided with a similar fog horn and bell. In fog, mist, or falling snow, whether by day or night, the signals described in this article shall be used as follows—that is to say:—

"(a) A steamship under way shall make with her steam whistle, or other steam sound signal, at intervals of not more than two minutes, a prolonged blast.

"(b) A sailing ship under way shall make with her fog horn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession

and when with the wind abaft the beam three blasts in succession.

"(c) A steamship and a sailing ship when under way shall, at intervals of not more than two minutes, ring the bell."

The new article 13 is introduced by the heading, "Speed of Shipping to be Mode-rate in Fog," and makes a provision as to speed apply to sailing ships which have hitherto been confined to steam vessels:—

"Art. 13. Every ship, whether a sailing ship or steamship, shall in a fog, mist, or falling snow, go at a moderate speed."

The next set of rules is introduced by the general heading "Steering and Sailing Rules," and the old sub-headings are abolished. A significant change, among many changes in arrangement, will be observed in the language of these rules. The old rules have the words, "the helm of both shall be put to port." The new words are, "each shall alter her course to starboard." All precedent for a very misleading form of expression, and one which especially increases the difficulty of passengers and other unskilled persons in understanding orders, is thus removed from the rules. To turn boat to starboard her tiller is to be pushed to port. Hence has arisen the expression to "port the helm" in the sense of directing the ship to starboard. For brevity the order "port the helm" is often shortened to "port." Therefore, when the officer shouts "port" he means that the ship is to go to starboard; but in some ships it is the custom to give the order "port" in its natural sense, meaning that the ship's head is to go to port. Thus the same order may have opposite meanings, and that at a moment when ambiguity is fatal. The expressions "port the helm," "starboard the helm," are henceforth to be steadily discouraged. "Now that wheels and pulleys and steam machinery have superseded the tiller and helm," says Mr. Gray, of the Board of Trade, in his valuable observations on the Rule of the Road at Sea, "it is useless to make the steering rules depend on the direction in which a tiller is put." It may be added that it is not only useless, but mischievous. Simplicity of language is a real gain at all times, but especially in moments of excitement. Another alteration in this important chapter of the rules is the introduction of sound-signals to indicate the course of the signalling steamer. Since 1865 at least similar signals have been in compulsory use in the United States. They are, for the present, made only optional in these international rules. It is sufficient to say that even the option of using them would have prevented the terrible collision on the Thames which 12 months ago drew the attention of all the world to the insufficiency of the precautions adopted against the collision of steamships. The only other change which demands observation is the reintroduction, from a period before 1862, of the starboard channel rule which parts a narrow fairway into two halves, and gives to each of meeting ships the right-hand half to steer in. This enactment is made subordinate to any local rules adapted to the exigencies of particular inland navigations, but where there are no such rules it will apply. The following are the "steering and sailing rules":—

"Art. 14. When two sailing ships are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows:—viz.,—

"(a) A ship which is running free shall keep out of the way of a ship which is closehauled.

"(b) A ship which is closehauled on the port tack shall keep out of the way of a ship which is closehauled on the starboard tack.

"(c) When both are running free with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

"(d) When both are running free with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward.

"(e) A ship which has the wind astern shall keep out of the way of the other ship.

"Art. 15. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

"This article only applies to cases where ships are meeting end on in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

"The only cases to which it does apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, by day, each ship sees the mast of the other in a line with her own; and by night, to cases in which each ship is in such a position as to see both the side lights of the other.

"It does not apply by day to cases in which a ship sees another ahead crossing her own course; or by night, to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere ahead.

"Art. 16. If two ships under steam are crossing, so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

"Art. 17. If two ships, one of which is a sailing ship and the other a steamship, are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing ship.

"Art. 18. Every steamship when approaching another ship, so as to involve risk of collision, shall slacken her speed, or stop and reverse if necessary.

"Art. 19. In taking any course authorized or required by these regulations, a steamship under way may indicate that course to any other ship which she has in sight by the following signals on her steam whistle:—viz.,—

"One short blast to mean 'I am directing my course to starboard.'

"Two short blasts to mean 'I am directing my course to port.'

"Three short blasts to mean 'I am going full speed astern.'

"The use of these signals is optional; but if they are used, the course of the ship must be in accordance with the signal made.

"Art. 20. Notwithstanding anything contained in any preceding article, every ship, whether a sailing ship or a steamship, overtaking any other, shall keep out of the way of the overtaken ship.

"Art. 21. In narrow channels every steamship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.

"Art. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

"Art. 23. In obeying and construing these rules due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger."

"Art. 24. A steamship shall be provided with a steam whistle or other efficient steam sound signal, so placed that the sound may not be intercepted by any obstructions, and which an efficient fog horn to be sounded by a bellows or other mechanical means, and also with an efficient bell. A sailing ship shall be provided with a similar fog horn and bell. In fog, mist, or falling snow, whether by day or night, the signals described in this article shall be used as follows—that is to say:—

"(a) A steamship under way shall make with her steam whistle, or other steam sound signal, at intervals of not more than two minutes, a prolonged blast.

"(b) A sailing ship under way shall make with her fog horn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession

and when with the wind abaft the beam three blasts in succession.

"(c) A steamship and a sailing ship when under way shall, at intervals of not more than two minutes, ring the bell."

The new article 13 is introduced by the heading, "Speed of Shipping to be Moderate in Fog," and makes a provision as to speed apply to sailing ships which have hitherto been confined to steam vessels:—

"Art. 13. Every ship, whether a sailing ship or

ANCHORING A HORSE.

A story is told of an old mariner who keeps a little hotel down here, writes the correspondent of an American paper from Coney Island, New York's seaside resort. His wife was very anxious to have a horse, an animal in which the old gentleman took little interest, and the old lady finally won her point, and got her horse. The steed was of an erratic and playful disposition, and used, on the least provocation, to tear madly along the beach, and succeeded in "spilling" the old lady several times, at last the captain, who had never driven the beast, volunteered to break him of his vicious habit; so, getting another old salt to aid him, he procured a heavy anchor with a stout line attached. Fastening the end of the line around the axle and putting the anchor into the phaeton, the fiery untamed started for a drive along the shore. Soon the vicious animal espied something which gave him an excuse to run away, and immediately dashed off with frightful vivacity. The captain dropped the reins and summoned all hands to "let go the anchor." The anchor was let go, and caught firmly in the sand. The unsuspecting quadruped pranced joyfully along until he got to the end of the rope, and then he paused—paused, and the two old gentlemen shot up into the air like a couple of sky-rockets, coming down in a fearfully dilapidated condition. The horse is now for sale.

## Miscellaneous.

BRIGADIER-GENERAL Sir Evelyn Wood will shortly return from South Africa to Essex, his native county, and a proposal has been made that he should receive a public welcome. This will probably assume the form of an address to the gallant general, and a banquet in his honour.

&lt;p

## POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

## Hongkong Rates of Postage.

(Revised April 4th, 1879.)

In the following Statements and Tables the Rates are given in cents, for Books and Patterns, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Books Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Price Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, debts, copied music, &c. Any of them in a Book Packet expose it to the higher charges stated below.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 4 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

## Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Chili, Brazil, Peru, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group.

## Postage to Union Countries.

General Rates, by any route:—  
Letters, 8 cents per  $\frac{1}{2}$  oz.  
Post Cards, 8 cents each.  
Registration, 8 cents.  
Newspapers, 2 cents each.  
Books and Patterns, 2 cents per 2 oz.  
Commercial Papers, 6 cents per 4 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only:—  
Letters, 12 cents per  $\frac{1}{2}$  oz.  
Post Cards, 5 cents each.  
Registration, 8 cents.  
Newspapers, 4 cents each.  
Books and Patterns, 4 cents per 2 oz.  
Commercial Papers, 8 cents per 4 oz.

There is no charge on registered correspondence within the Postal Union.

## Postage to Non-Union Countries.

Aspinwall (n.r.), Bahamas, Guatemala (n.r.), Hayti (n.r.), New Granada (n.r.), Panama (n.r.), and Venezuela (n.r.):—

Via San Francisco, Via S. Hampton, Via Manila, or Martell's, Brindisi  
Letters, 12 30 34  
Registration, None. 8 8  
Newspapers, 4 4 6  
Books & Patterns, 6 6 8  
Bolivia, Costa Rica (n.r.), Ecuador (n.r.), Nicaragua (n.r.):—  
Letters, 20 30 34  
Newspapers, 4 4 6  
Books & Patterns, 12 6 8  
Registration, 8 None. None.

Hawaiian Kingdom:—

Letters, 12 12 16  
Registration, None. None. None.  
Newspapers, 4\* 4 6  
Books & Patterns, 6\* 6 8

W. Indies (except as above), Paraguay, Uruguay:—

Letters, 30 34  
Newspapers, 4 4 6  
Books & Patterns, 6 6 8  
Registration, 8 8

to British & Union:—

West Indies only, 8 8

Australia, New Zealand, Tasmania, Fiji, Natal, Cape, St. Helena, Ascension.

Letters, by Contract Packet 24; by Private Ship 12, Registration, 8; Newspapers, Books and Patterns, 4.

\* A small extra charge is made on delivery.

## LOCAL AND TOWN POSTAGE.

	Letters.	Registration.	Newspapers.	Books & Patterns.	Per 2 oz.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,.....	2	8	2	2	
Between any other two of the following places (through British Office) viz.—Hongkong, Macao, Ports of China and Japan, Bangkok, Cochinchina, Tengquin, and the Philippines, by Private Ship,.....	4	8	2	2	
Between the above by Contract Mail,.....	8	8	2	2	

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly in great part of political or other news, of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets unjoined.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper unprinted; or wholly or in part of engravings, prints, or lithographic illustrations of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

Every newspaper must be posted either within a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

A similar supplementary Mail is made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c., must not be sent as a separate packet.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the British Post Offices in China or Japan, as well as to Macao, Pekhoi, Singapore, Penang, and Malacca. They must not exceed the following dimensions: 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case of delay in the transmission of the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

Mails exchanged with Manila and Saigon.

The Philippine Islands being now admitted into the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Berne provides that “Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than that recognised rates levied (in the case of paid correspondence) by the despatching Office. It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities in either Colony.”

The above does not apply in any loose letters sent outside the mails. These will always be charged on arrival in Hongkong and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent loose.

Any Foreign stamp on loose correspondence is obliterated in this Office.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office is, of course, applicable to the Pattern Post, and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz.: Metal boxes, porcelain and China, fruit, vegetables, bunches

of flowers, cuttings of plants, spurs, knives, scissars, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curvy combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissars, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the bag, and to the Officers of the Post Office, whilst at the same time they may be easily examined, may be sent as samples.

1. Not to exceed half an ounce. No double letters are allowed.

2. If from Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

Mails for the United Kingdom, &c., by French Packet.

Under instructions from the London Post Office, the Mails for the United Kingdom which have hitherto been forwarded via Marseilles, will henceforth be forwarded via Naples, as it is understood that a gain of twelve hours results from the adoption of this route.

As far as the Post Office is concerned, it would be extremely inconvenient to divide the mail, and no practical advantage would result from doing so, all correspondence intended for the United Kingdom by French Packet will be sent via Naples, even though marked via Marseilles.

An impression appears to prevail that correspondence for the Mediterranean stations, Gibraltar, Malta, Cyprus, the Levant, Turkey, &c., can be forwarded only by British Packet. It can be forwarded also by French Packet, and so forwarded generally arrives a week earlier than if it had been detained for the British Mail.

As far as the Post Office is concerned, it would be extremely inconvenient to divide the mail, and no practical advantage would result from doing so, all correspondence intended for the United Kingdom by French Packet will be sent via Naples, even though marked via Marseilles.

The Stamps tendered for sale must not exceed \$50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-delivery, or mis-delivery of any letter, book, or other postal packet (even if the packet be registered), nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to weigh any letter or other packet for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and the adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eightpence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departure of the mails.

4. No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom,

Up to £2.....18 cents.

“ 5.....36 ”

“ 7.....54 ”

“ 10.....72 ”

Local Money Orders (including Straits Settlements).

Up to \$25.....15 cents.

“ 50.....30 ”

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Harbour or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.

Anchor.

Age.

Captain.

Flag and Rig.

Tons.

Date of Arrival.

Consignees or Agents.

Destination.

Remarks.

Vessel's Name.	Anchor.	Age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers									
Ajax	5 c	Seale	Brit. str.	1524	Oct. 11	Butterfield & Swire	London, drc.		
Arratoon Apear	5 h	MacIntosh	Brit. str.	1302	Oct. 2	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.	
Atholl	2 h	Thomson	Brit. str.	922	Sept. 10	Geo. R. Stevens & Co.	K'loon Dock		
Bombay	2 h		Brit. str.	749	Feb. 12	Kwok Acheong	Yokohama	Mails	
China	5 c	Alderton	Brit. str.	1036	Oct. 8	P. & O. S. N. Co.	Coast Ports	15th, daylight	
Cyphene	7 c	Largie	Brit. str.	1286	Oct. 4	Adamson, Bell & Co.	Yokohama & H'go	Tag Playing	
Douglas	5 h	Young	Brit. str.	864	Oct. 11	Douglas Lapraik & Co.	S'pore, Calcutta, &c.	22nd inst.	
Fame	6 h	Stopani	Brit. str.	117	.....	H. K. & W'poo Dock Co.	Shanghai, &c.		
Gallic	5 c	Kidley	Brit. str.	1712	Sept. 24	O. & O. S. N. Co.	Europe, &c.	To-day	
Grand Duke Constantine	4 h	Rebikoff	Russ. str.	481	Oct. 1	Siemssen & Co.	Yokohama & H'go		
Hakon Adelsten	4 h	Bergh	Norw. str.	907	Oct. 8	Siemssen & Co.	S'pore, Calcutta, &c.		
Khiva	5 c	Lee	Brit. str.	1506	Oct. 7	P. & O. S. N. Co.	Coast Ports		
Lord of the Isles	4 c	Delgate	Brit. str.	1568	Oct. 8	Gibb, Livingston & Co.	Y'ham & S. F'cisco		
Moray	4 c	Butcher	Brit. str.	1427	Oct. 9	Jardine, Matheson & Co.	Australian Ports		
Norna	4 c	Love	Brit. str.	606	May 31	Kwok Acheong	K'loon Dock		
Ocean	4 c	Webber	Brit. str.	971	Oct. 4	Geo. R. Stevens & Co.	Saigon	13th inst.	
Pernambuco	4 c	Hyde	Brit. str.	643	Oct. 6	Melchers & Co.	Bangkok	13th inst.	
Kajanattianuhaar	3 h	Hopkins	Brit. str.	933	Oct. 3	Yuen Fat Hong	Swatow		
Sea Gull	8 h	Haydon	Amor. str.	48	Mar. 24	China Traders' Insurance Co.			
Yottung	2 h	McDouall	Brit. str.	286	Oct. 11	Kwok Acheong			
Sailing Vessels									
Adelaide Morris	4 c	Woodward	Amer. bqe.	719	Aug. 11	Vogel & Co.	New York		
Adolph	4 c	Horn	Ger. bqe.	867	Sept. 18	Wieland & Co.	Manila		
Alexander Yeats	3 h	Dunham	Canad. sh.	1595	Sept. 8	Russell & Co.	San Francisco		
Alva	3 c	Souza	Port. sh.	632	Aug. 31	Brandao & Co.	San Francisco		
Antioch	3 c	Weeks	Amer. bqe.	646	Aug. 7	Vogel & Co.	Cos'tan Dock		
E. von Heidelberg	5 h	Blanken	Dutch bqe.	602	Sept. 30	Siemssen & Co.			
Beethoven	4 h	Hejo	Ger. bqe.	340	Oct. 1	Melchers & Co.			
Belle of Oregon	7 c	Merriman	Amer. bqe.	1168	Oct. 6	Captain			
Centaur	4 h	Oferman	Ger. bqe.	468	Oct. 1	Wieland & Co.			
Chateaubriand	4 h	Leroy	Foh. bqe.	337	Sept. 21	Carlowitz & Co.			
Chocola	4 h	Kennett	Brit. bqe.	284	July 21	Adamson, Bell & Co.			
Christian	5 h	Kosow	Ger. sch.	250	Oct. 4	Wieland & Co.			
Ebenezer	4 c	Miller	Brit. 3m. sc.	319	Aug. 24	Melchers & Co.	Tientsin		
Excelsior	8 c	Eddy	Amer. bqe.	593	Aug. 24	Russell & Co.	New York		
Fabius	2 c	Reeve	Siam. sh.	650	Sept. 26	Kin Tye Loong			
Fetisch	4 h	Bolp	Ger. bqe.	447	Sept. 26	Edward Schellhass & Co.			
Fred. P. Litchfield	4 h	Spalding	Amer. bqe.	1083	July 11	Russell & Co.			
Geina Brana	4 h	Trimbach	Ger. bqe.	402	Oct. 3	Wieland & Co.			
Glamorganshire	4 h	Angear	Brit. bqe.	457	Sept. 21	Vogel & Co.			
Gustav	4 h	Raben	Ger. bqe.	656	Sept. 22	Siemssen & Co.			
H. Upman	5 h	Weber	Ger. bqe.	426	Oct. 2	Edward Schellhass & Co.			
Hans	3 h	Moutl	Ger. bqe.	310	Sept. 11	Vogel & Co.			
Harrington	4 c	Porter	Brit. bqe.	572	Oct. 22	Arnold, Karberg & Co.			
Herminia	8 c	Longren	Swed. bqe.	289	Sept. 22	Jardine, Matheson & Co.			
Highlander	4 h	Hutchinson	Amer. sh.	1352	June 19	Vogel & Co.			
Homewood	2 h	Dingle	Brit. bqe.	1124	Sept. 28	P. & O. S. N. Co.			
Hopewell	2 h	Longlois	Brit. bqe.	578	Oct. 6	Order			
J. A. Borchart	4 h	Kent	Amer. bqe.	670	July 26	Vogel & Co.	New York		
Johann Schmidt	6 h	Bosche	Ger. bqe.	493	Sept. 24	Melchers & Co.	Bangkok		
Joseph Haydn	5 c	Kabbe	Ger. bqe.	802	Oct. 1	Wieland & Co.	London		
Kalsa	3 c	Koos	Russ. bqe.	690	Aug. 18	Vogel & Co.			
Kim Yong Tye	2 c	Koford	Siam. bqe.	329	Oct. 2	Chinese			
Kirkland	4 h	Colledge	Brit. bqe.	453	Sept. 21	Wieland & Co.			
Lucky	2 c	Soderstrom	Siam. bqe.	424	Oct. 3	Chinese			
Mangerton	3 h	Thompson	Brit. bqe.	330	Sept. 26	Obinisse			
Pastig	4 h	Vrimage	Span. sch.	216	Sept. 16	Dunn, Melbey & Co.			
Peiho	3 h	Christiansen	Ger. bqe.	251	Oct. 10	Arnold, Karberg & Co.			
Princess Sarah	3 h	Munchan	Siam. bqe.	454	Sept. 22	Carlowitz & Co.			
Star of China	7 c	Blaker	Brit. sh.	734	Aug. 28	Douglas Lapraik & Co.			
Sumatra	3 h	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.			
Ta Hongkong	4 h	Buttmann	Siam. sh.	635	Sept. 21	Chinese			
Tai Lee	4 h	Stehr	Ger. bqe.	256	Oct. 2	Edward Schellhass & Co.			
Tooroomba	7 c	Kirkpatrick	Brit. bqe.	585	Aug. 25	Vogel & Co.			
Triton	4 h	Kallen	Ger. bqe.	585	Aug. 21	Vogel & Co.			
Twilight	3 h	Watland	Amer. sh.	1303	Sept. 14	Douglas Lapraik & Co.			
Wm. H. Doitz	3 c	Endicott	Am. bktine.	487	Sept. 21	Russell & Co.			
Young Siam	3 c	Benedictin	Siam. sh.	701	Oct. 6	Order			
WHAMPOA									
Charito		Gautier	Fch. bqe.	255	Oct. 11	Carlowitz & Co.			
Lota		Dudfield	Brit. bqe.	472	Oct. 26	Arnold, Karberg & Co.			
Rosebud		Collie	Brit. 3m. sc.	340	Sept. 26	Thomas & Mercer			
CANTON									
Atalanta		Petersen	Ger. str.	782	Oct. 6	Meyer & Co.			
Chinkiang		Orr	Brit. str.	799	Oct. 9	Siemssen & Co.			
Hae-shin		Gibbons	Chi. str.	864	Oct. 9	C. M. S. N. Co.			
Hochung		Peterson	Chi. str.	849	Oct. 10	C. M. S. N. Co.			

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Egeria	6 c	British	steam sloop	794	4	120	Sept. 30	A. L. Douglas
Frolic	7 h	British	gun vessel	592	4	100	Sept. 23	Stuart H. Rickman
Li Tai	C. D.	Annamese	man-of-war	2060	.....			